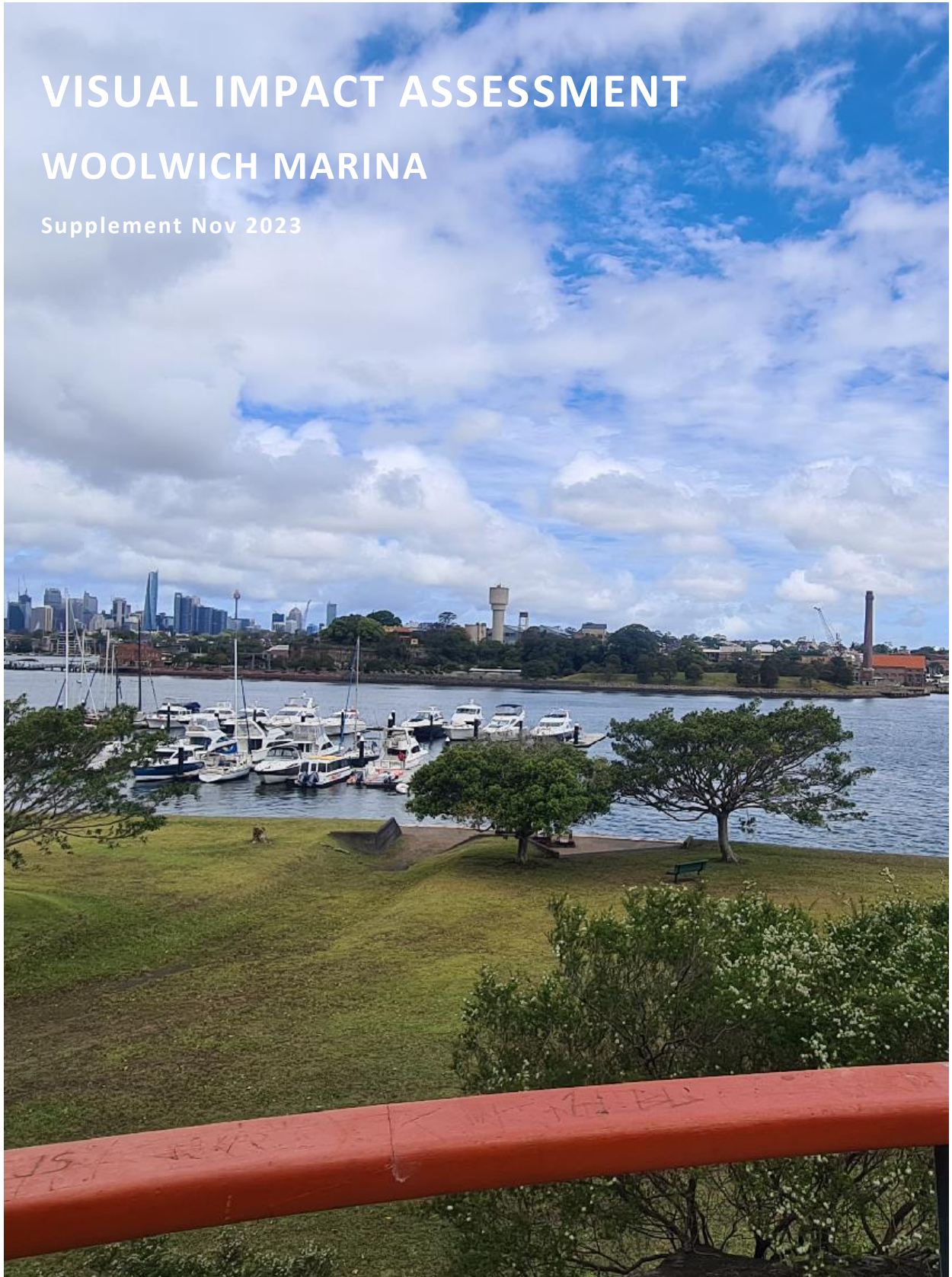


VISUAL IMPACT ASSESSMENT

WOOLWICH MARINA

Supplement Nov 2023



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1.0 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

This report is a supplement to the main Visual Impact Assessment (VIA) prepared for this project by Micheal Fountain Architects in May 2023. It seeks to identify the potential visual impact of proposed extensions to Woolwich Marina with specific reference to Cockatoo Island. This supplement has been prepared as a response to a request made for clarification by the Commonwealth Department of Climate Change, Energy, the Environment and Water.

The initial VIA determined four locations indicative of places where views to or from Cockatoo Island may be affected. Those locations are: POS1, POS2, POS3, and POS4. This supplement expands on the implications specific to those views. It should be noted that apart from these view locations, views to or from Cockatoo Island will be minimally affected by the proposed marina extensions.

As with the initial VIA, it is the objective of this report to outline how the proposal seeks to minimise its impact on surrounding views and to describe what strategies it uses to do so.

1.2 SCOPE AND LIMIT OF THE REPORT

The primary focus of this supplemental report is the visual impact on view to and from Cockatoo Island.

1.3 BASIS AND BACKGROUND DOCUMENTATION

This report is primarily based on the structure and guidelines established for Visual Impact Assessment of marinas in *Sydney Harbour Foreshores and Waterways Area Development Control Plan (2005)*.

It is also informed by the objectives established in the State Planning Policy (Biodiversity and Conservation), and the planning principal precedents established in *Rose Bay Marina Pty Ltd v Woollahra Municipal Council (2013)* and *Tenacity v Warringah Council (2003)*.

Further background documents that have been referred to and have informed this Visual Impact Assessment are:

- *Local Strategic Planning Statement – Hunters Hill Council, March 2020.*
- *Sydney Green Grid Plan – North District (2017)*
- *Cockatoo Island Management Plan 2017*
- *Cockatoo Island / Wareamah Draft Master Plan 2023*

1.4 KEY TERMS

The following is a brief explanation of the terms recurrently used in this Visual Impact Assessment:

- **Visual Catchment:** Any area from which a subject site is visible. Most easily defined by what can be seen from the proposal itself.
- **Visual Receptors:** The stakeholders of the local area who engage with views both to and from the site. These may be long term (residents) or short term (visiting walkers).

2.0 SITE CONTEXT

2.1 LOCATION

Woolwich Marina sits within the suburb of Woolwich, which in turn is part of the Hunters Hill Local Government Area. The Marina is on the foreshore of the Parramatta River, a part of broader Sydney Harbour.

Woolwich is largely a peninsula that is between the Parramatta and Lane Cove Rivers, forming a part of the 'Lower North Shore' area.

Woolwich Marina faces the Northern side of Cockatoo Island.

This side of the island has been largely stripped of buildings at water level. The main items of visual bearing are the vegetation (especially the trees) leading up to and on the plateau, the powerhouse and chimney, the water tower and glimpses of the South side buildings over the plateau.

2.2 HISTORY

The Woolwich peninsula has a depth of maritime and naval heritage. Woolwich Dock is a large naval/commercial site to the North-East of the marina. It is one of the great historic shipyards of Sydney Harbour, still operating today in providing boat repair and maintenance services.

Kellys Bush to the West was a contested piece of bushland. There was strong backlash by a group 'battlers for Kellys bush' in 1970 when developers sought to place 147 units on the site. It has been preserved as green space ever since.

Part of Kellys Bush is Kellys Bush Park, located to the South of the main bushland it is the remediated site of a previous zinc smelter.

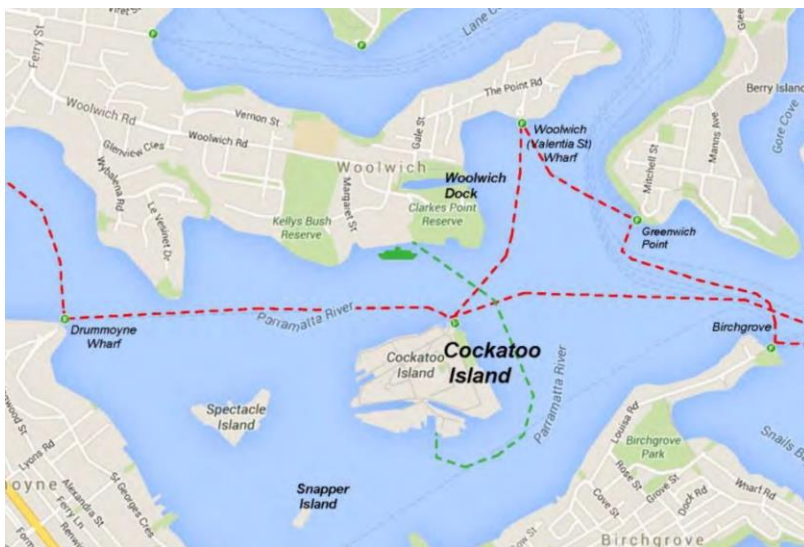
Opposite Kellys Bush, Cockatoo Island can be seen, which is rich with history and listed as a World Heritage Property for its convict history significance. As well as the convict history, the island also has a history of maritime and naval use as the largest shipyard in its time. The island is now operating as a tourist destination showcasing that history.

While it is likely that both Cockatoo Island and Kellys Bush were visited by indigenous people, no evidence has been found to suggest that the areas were inhabited by them.

2.3 TRANSPORT AND CIRCULATION

The site is encompassed by public open space to the East and West, both parks with formalised foreshore access. The Great North Walk, is a significant 260km track that runs from Sydney to Newcastle, down Alfred Street and through Kellys Bush Park. The Woolwich locality is connected to the city primarily through surrounding ferry corridors.

Cockatoo Island is serviced by ferries passing on the way from the city, to Paramatta, and by ferries from Woolwich Wharf. In addition, a barge is used to supply the island which works from a ramp located in the Horse Paddock, to the East of the marina. The island ramp is located on the South side of the island.



Key Water Transport Map

2.4 LOCAL CONTEXT

The surrounding context of Woolwich Marina is primarily defined by adjoining public open space to the East and West of the site. Residential areas sit atop the surrounding ridges and slopes. The adjoining Margaret Street terminates into a publicly accessible boat ramp, with a pontoon to service the ramp.

Cockatoo Island sits to the South of the subject marina separated by approximately 250m of waterway.



Locality Image

2.5 EXISTING BUILT FORM AND INFRASTRUCTURE

The existing berthing facilities of Woolwich Marina consist of:

- 35 berths for both long-term and short-term stays.
- 10 swing moorings
- 3 operational slipways
- Private residence (2C Margaret Street)
- On site car parking
- Ancillary marine facilities and services
 - Shipwrights
 - Marine offices
 - Rigging services

The Northern edge of Cockatoo Island consists of:

- Ferry Wharf
 - Currently used for F3 (Circular Quay to Paramatta) and F8 (Circular Quay to Cockatoo Island)
- Original low-rise brick sign-in buildings now used as welcome space for visitors
- Treed campground at foreshore level with facilities
- Treed peninsula with distant views over to the historic brick powerhouse and chimney
- Treelined escarpment over with concrete water tank visible
- Roofline of industrial sheds in background visible over the tree line.

3.0 PROPOSED DEVELOPMENT

3.1 MARINA PROPOSAL

The proposed marina expansion sees the existing marina replicated to the South and extended to the West.

The expansion sits entirely within the existing mooring field and it does not enter or abut the buffer zone of Cockatoo Island.

In the general dimension terms the Cockatoo Island Buffer Zone extends 200m from the island and the proposed marina will sit approximately 207m from the island at its closest point.



4.0 VISUAL ANALYSIS

4.1 VISUAL CATCHMENT

This supplementary analysis is restricted to the visual catchments of the area surrounding the marina towards Cockatoo Island and the visual catchments from Cockatoo Island looking North towards the marina.

4.2 KEY VISUAL RECEPTORS

For this supplementary analysis only the visual receptors which have impacted views towards Cockatoo Island, or from Cockatoo Island have been included. Other receptors identified in the initial analysis with insignificant view impacts have not been included.

The views from the adjacent boat ramp and the Horse Paddock have been excluded from this supplementary analysis as the proposal has insignificant impact from those receptors.

The following pages include:

- A table of the key visual receptors, categorising and describing them.
- A table seeking to objectively analyse the visual impact of the proposal upon each receptor.
- Photographs from receptor viewpoints as they exist now and with the proposed marina extension included.

An analysis of the visual impact on the receptor and any mitigation methods used to minimise impact.

4.3 KEY VISUAL RECEPTORS TABLE

4.3.1 PUBLIC OPEN SPACE VIEWS

<i>Key</i>	<i>View</i>	<i>Description</i>
POS 1	Kellys Bush Park - Lookout	Elevated lookout with view towards harbour bridge (4km) and Cockatoo Island (420m).
POS 2	Kellys Bush Park - Foreshore	Open public park, light usage, views towards Cockatoo Island (300m).
POS 3	Cockatoo Island - Foreshore	Foreshore trafficked by tourists and day-trippers.
POS 4	Cockatoo Island – Upper Park	Elevated (10m) public open space, view over parklands towards Woolwich Marina.

4.4 VISUAL IMPACT MATRIX

Factor	Low Impact = 1	Medium Impact = 2	High Impact = 3
Location of Viewer	Elevated position with clear view over marina.	Slightly elevated with partial view over marina	Adjoining shorelines or waterway with view blocked by marina or boats
Distance of View	> 1000m	100-1000m	< 100m
Approx. Period of View	Glimpse (Moving car/boat)	Few minutes up to half day. (Walking along foreshore, recreation adjoining)	Majority of Day (Residential, workplace)
Scale or Relative Size	Powerboat or yacht (< 10m Long)	Powerboat or yacht (10-30m)	Powerboat or yacht (30 – 50m)
Boat Storage Type	Swing moorings adjoining relatively straight shoreline	Marina adjoining relatively straight shoreline or swing moorings in narrow bay	Marina in Narrow enclosed bay

Visual Impact Matrix

4.5 VISUAL RECEPTOR IMPACT

Factor	POS 1	POS 2	POS 3	POS 4
<i>Location of Viewer</i>	1	3	3	1
<i>Distance of View</i>	2	2	2	2
<i>Approx. Period of View</i>	2	2	2	2
<i>Scale or Relative Size</i>	3	3	3	3
<i>Boat Storage Type</i>	2	2	2	2
<i>Overall Potential Visual Impact</i>	2 out of 5	2.4 out of 5	2.4 out of 5	2 out of 5

Visual Receptor Impact Table 1.

4.6 POS1 – KELLYS BUSH PARK - LOOKOUT



POS1 Existing

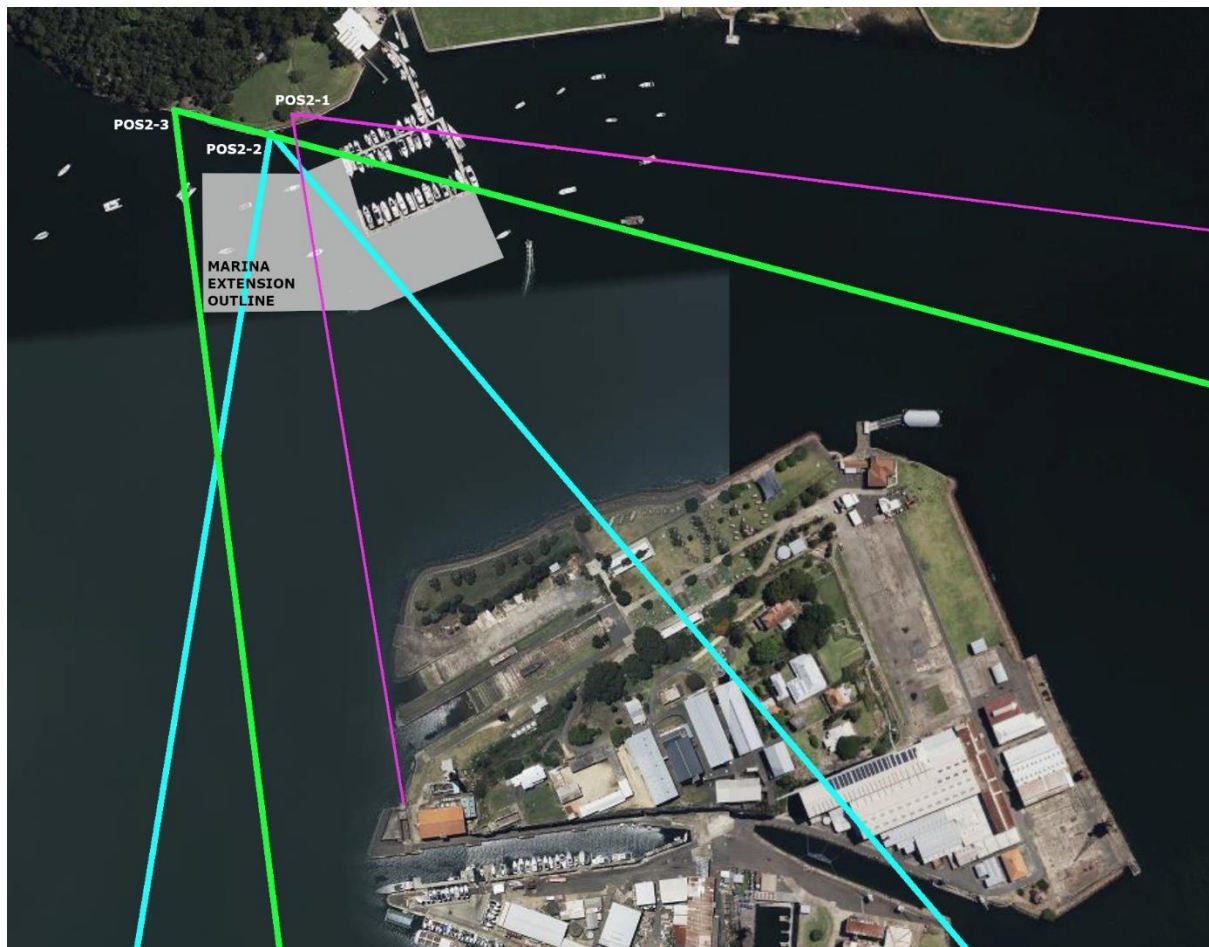


POS1 Proposed

This receptor provides an elevated view over the marina to Cockatoo Island. The marina, both existing and proposed, is all below the eyeline to the shore of the island. In addition, a view corridor has been incorporated into the marina design to further separate the two portions of the marina to reduce the visual impact on island views.

4.7 POS2 – KELLYS BUSH PARK - FORESHORE

We have chosen three viewpoints to indicate the visual impact from POS2. These are indicative of the area and show the view in various directions from this location. In particular, they illustrate the design solution used to mitigate view loss towards Cockatoo Island. The majority of this area retains a reasonably clear view towards the island. A small section, Westernmost, restricted in size by the vegetation and topography is more impacted. Even there, views to the significant elements of the island will be visible over the berthed boats.



Views from POS2

Following are a sequence of existing and proposed images taken from the receptor on the foreshore of Kellys Bush Park. This area is most impacted by the marina extension. These images show the design solution to minimise the impact. Further explanation follows the images.



POS2-1 Existing



POS2-1 Proposed



POS2-2 Existing



POS2-2 Proposed



POS2-3 Existing



POS2-3 Proposed

The public open space receptor that is most highly affected by the proposal is the foreshore section of Kellys Bush Park at Position 2.

The visual impact on this section of the park has been considered in the design of the proposed marina extension, the extension is set approximately 35 metres seaward of the park sea wall such as to preserve the harbour interface with the park and a view corridor has been opened to maintain views to Cockatoo Island.

Position 2-3

Further to the West of the park a thin wedge of gravelled but level land exists before the bushland.

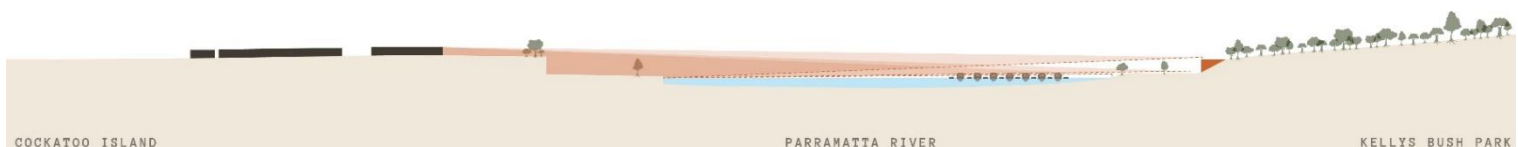
It is from this location that the view of Cockatoo Island is most affected.

The views of the North Western tip of the island will be lost and the view of the North Eastern tip will be partially obscured.

This said the ridgeline, plateau, trees, chimney, water tower and camping area of Cockatoo Island will all remain visible via the view corridor designed into the marina configuration.

The foreshore edge of Kellys Bush Park is elevated 1.5 meters above the median sea level at which boats will sit, the park topography progressively rises to offer views over the proposed berths as it slopes back from the foreshore. As a result, the vast majority of the park affords views over proposed vessels towards Cockatoo Island.

A receptor would only need to move a few metres East of position 2-3 to see the North Western end of the island and or a few metres North to see over the boats to the entire vista as it exists at the moment.



4.8 POS3 – COCKATOO ISLAND - FORESHORE



POS3 Existing



POS3 Proposed

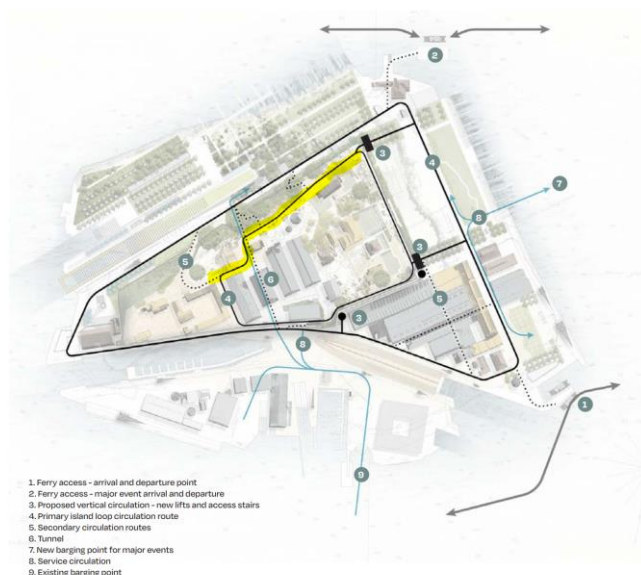
This receptor on Cockatoo Island is the closest to the proposed marina extension, being on the foreshore close to the current campground. Due to the distances involved, the change in vista from this location is minimal as can be seen in the photomontage above. The change in this vista is further minimised due to the low elevation of the vessels, with the bush land appearing over the tops of all boats.

4.9 POS4 – COCKATOO ISLAND - ELEVATED

We have chosen to analyse two viewpoints to show the vistas from this receptor. Both are at the cliff edge. It should be noted that the proposed pedestrian path in the 2023 Master Plan is located behind the tree line, although there will be (as at present) some lookout points between the trees.



Views from POS4



1. Ferry access - arrival and departure point
2. Ferry access - major event arrival and departure
3. Proposed vertical circulation - new lifts and access stairs
4. Primary island loop circulation route
5. Secondary circulation routes
6. Tunnel
7. New barging point for major events
8. Service circulation
9. Existing barging point

This diagram illustrates the overall access and circulation proposal. Detail of the proposed structure and interpretive framework relating to circulation is outlined in Section 5

G.D Key Supporting Initiatives

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2023 Master Plan showing Upper Main Pathway



POS4-1 Existing



POS4-1 Proposed



POS4-2 Existing



POS4-2 Proposed

From the main proposed pedestrian way there will be limited views to the waterway, Kellys Bush Park, the Horse Paddock, and the marina. However, lookouts off that main path will allow views over this area. The 2023 Master Plan calls this view the “Green Headland and Park Vista”. The extension of the marina is approximately 300m away from the plateau edge with the larger boats even further away. Due to the distances from the viewing positions to the proposed marina expansion the impact of the expansion is minimal compared to the sweep of green bushland and grassed paddock area.

5.0 MEASURES TO REDUCE IMPACT

5.1 DISCUSSION

The views towards Cockatoo Island from the mainland will, other than for the lower section of Kellys Bush Park, be unaffected by the proposed extension.

Views from Cockatoo Island to the mainland will, other than from the North Western foreshore section of the island be unaffected by the proposed extension.

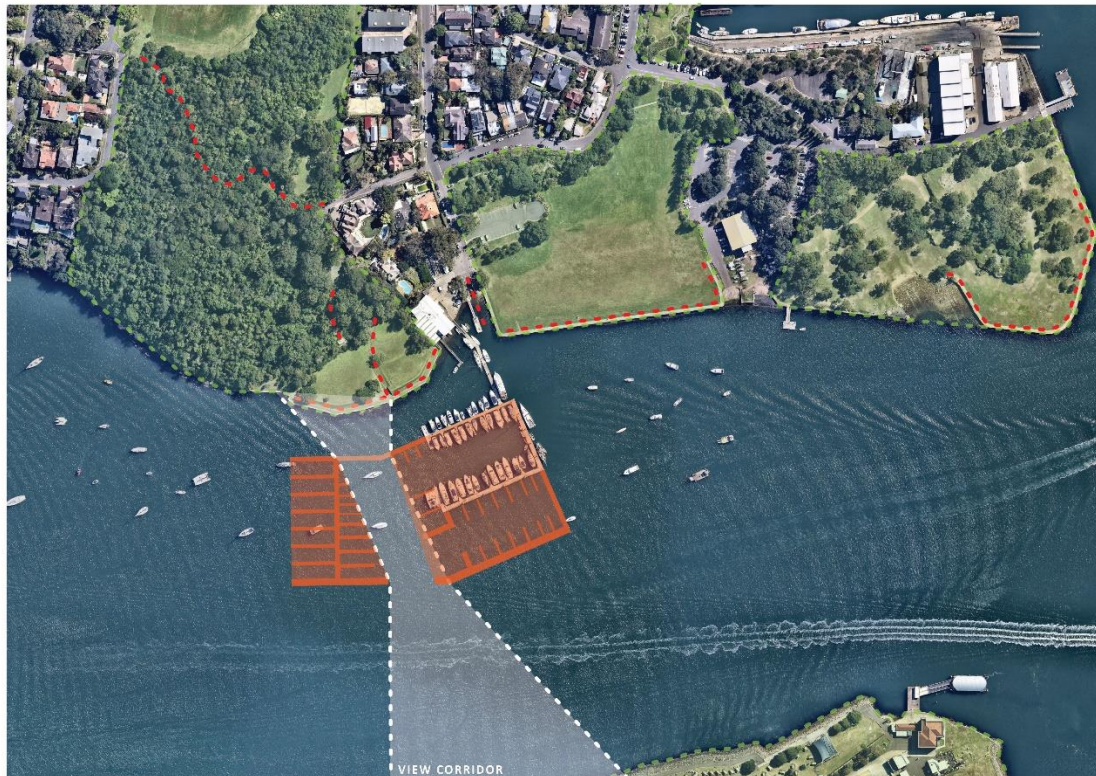
The impacts of the proposed extension on views from Kellys Bush Park and the North Western foreshores of Cockatoo Island have been carefully considered in the design of the marina extension to mitigate the effects of the extension on these views.

5.2 MINIMISATION AND MITIGATION

The following principles have been adopted:

- The entire expansion sits within part of the existing mooring field adjacent Cockatoo Island and Kellys Bush.
- The proposed expansion is modest in scale being an additional 35 vessels thus ensuring that the views from Cockatoo Island will remain dominated by the bush headland and grass paddock adjacent to and behind marina.
- Similarly, the view to Cockatoo Island will be dominated by the vastly greater scale of the Island compared to the proposed berths.
- The largest proposed berths (35m) are grouped, aligned and oriented parallel to the shore of Kellys Bush Park at the furthest distance from Cockatoo Island.

- The proposed expansion to the South of the existing marina towards Cockatoo Island, sees berths of a similar size to those existing berths such that the expansion will be largely unnoticeable from the Island due to distance and perspective.
- A view corridor has been implemented in the expansion to maintain views for all users of Kellys Bush Park. The corridor will frame views to and from Cockatoo Island.



Map Showing View Corridor of Proposal.

The corridor splits the marina into two segments and provides visual relief to the bulk of the development for both views from the shore and from the elevated positions.

5.3 CONTINUED MANAGEMENT

When considering Woolwich Marina's visual impact, it is of central concern that the site itself is both designed sensitively and well maintained. The marina owners are required by licence to maintain the site in a tidy and safe manner, in turn minimising any unsightly or detrimental features on the marina itself or the vessels that it hosts.

6.0 CONCLUSION

An analysis of the site and the surrounding area identified key view aspects from the public and private domains.

While the proposed expansion will have little to no impact on the views to Cockatoo Island from most areas, it was found that the views from the waters edge of Kellys Bush Park would be somewhat effected.

The analysis informed the formulation of design strategies to mitigate the impact on views from Kellys Bush Park to Cockatoo Island.

A number of measures were adopted in the design to ensure that the views to Cockatoo Island from Kellys Bush Park are maintained from all but a small area to the West of the park and therefore the impacts are acceptable.

The proposal sits outside the Cockatoo Island Buffer Zone and does not abut it.

The proposal does not obstruct any significant views from Cockatoo Island to the mainland.

The distance separating the proposal from Cockatoo Island, the dominance of Kellys Bush and the Horse Paddock backdrops and the provision of a view corridor led to the finding that the proposal will have little to no affect on views from Cockatoo Island.